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C.P.R. STATION

OFFICERS AND DIRECTORS.

President:

MR. A. ALFRED DION,
Gen. Supt., Ottawa Electric Co.

Vice-President:

MR. NEWTON J. KER,
City Engineer, Ottawa.

Directors:

MR. A. ALFRED DION,
Gen. Supt., Ottawa Electric Co.

MR. NEWTON J. KER,
City Engineer, Ottawa.

MR. DANIEL O'CONNOR, JR.,
Contractor and Dealer in Real Estate, Ottawa.

MR. PETER B. MELLON,
Journalist, Ottawa.

MR. EDWARD J. DALY,
Barrister-at-law, Ottawa.

LT.-COL. DOUGLAS R. STREET,
Sec.-Treas., Ottawa Electric & Gas Cos.

MR. E. M. SAUNDERS,
Manager, Canadian Bank of Commerce,
Moose Jaw, Sask.

Secretary-Treasurer:

LT.-COL. DOUGLAS R. STREET, Ottawa.

Solicitor:

MR. EDWARD J. DALY, Ottawa.

Chief Engineer:

MR. JOHN B. McRAE, Ottawa.

Bankers:

THE CANADIAN BANK OF COMMERCE, Ottawa and Moose Jaw.

EXHIBITION GROUNDS

THE CITY OF MOOSE JAW.

Situated on the main line of The Canadian Pacific Railway, in the Province of Saskatchewan, 398 miles west of Winnipeg and 442 miles east of Calgary, is one of the greatest railway centres and one of the most progressive and rapidly growing cities in Western Canada. It is a chief divisional point of the C.P.R., which has an investment there estimated at $3,000,000, including a fine and spacious station building, workshops, and the most extensive stock yards for feeding and watering stock between Calgary and Winnipeg.

The pay roll of The Canadian Pacific Railway Company at this place is about $100,000.00 per month. Moose Jaw is also the terminus of the C.P.R. "Soo Line" from the United States, over which thousands of settlers from that country are brought to the city every year. This line, having located along it some very prosperous small towns which do their business in the city, is a great feeder for trade. The same may be said of the C.P.R. extension to the north west of the city, the "Outlook Branch," which will soon be completed to Edmonton and south to the Weyburn Lethbridge extension.

Two other important railway lines will be built into Moose Jaw in the near future, viz.: The Grand Trunk Pacific Railway and The Canadian Northern Railway.

GROWTH OF THE CITY.

The growth of Moose Jaw has been wonderfully rapid. In 1901 the population was only 1,559. In 1906 it had increased to 6,249 and in 1909, only three years later, the popula-

MOOSE JAW RIVER

tion had more than doubled, being about 14,000. It is now estimated at 16,000, not counting a considerable transient population, and it is still increasing rapidly, building operations being more extensive this year than ever before. The population is likely to be considerably larger by the time this Electric Railway starts operation.

Conservative business men of Moose Jaw have made the statement that the population will be 50,000 inside of ten years. They base this statement on the favorable situation of the city for distributing purposes, it being in the centre of one of the finest grain belts in Western Canada.

These prophecies seem very conservative indeed, when one considers the rate of growth of the City in the past and the present rate of settlement in the surrounding district.

The immigration from Europe and the United States, it is now known, will this year exceed all previous records. According to Government returns for the year just ended, the Homestead entries in the Moose Jaw District were about half of the total registration for the four Western Provinces.

BUILDING OPERATIONS.

Another evidence of Moose Jaw's progress is seen in its building operations. In 1905 new buildings and city improvements amounted to $850,000, and in 1907 to $1,170,390.

The Labor Gazette gives the value of buildings alone erected in 1909, as $1,007,500, and

Y. M. C. A. BUILDING

there were besides extensive civic improvements. The following are the principal constructions:—

	Value
The Collegiate Institute	$130,000
The Y.M.C.A. Building	40,000
Anglican Church	35,000
Niel McMillan Store	80,000
Imperial Bank and store	35,000
Alex. McDonald store	25,000
New Fire Hall	35,000
Extension Saskatchewan Flour Mills	40,000
New Bridge	60,000
Private residences	500,000

Building operations for 1911 will be even greater than this, including Civic Isolation Hospital and Fire Station. Other civic improvements for which funds have been provided are:—Sewerage disposal, $395,000, new telephone system, $140,000, sidewalks, $40,000, water mains extensions, $20,000, improvements at Exhibition grounds, $10,000, electric light extensions, $35,000; also pavements over $100,000, new market, boulevard, tree planting, &c.

SHAWINIGAN FLOUR MILLS

ASSESSMENT.

The assessment figures for Moose Jaw also tell their wonderful tale:

In 1904	the assessed	value	of	property was.	$1,662,990
In 1907	"	"	"	. . . . .	6,396,730
In 1909	"	"	"	. . . . .	10,781,035

INDUSTRIES.

Moose Jaw has one very large industry in the Saskatchewan Flour Mills, one of the largest in the West, with a capacity of 2,200 barrels per day. There are a number of smaller industries, such as machine shops, planing mills, sash and door factories, lumber yards and about a dozen wholesale distributing houses and more arranging to locate there.

Gordon Ironsides and Fares of Winnipeg have signed an agreement with the City Council and have acquired a large block of land near the stockyards to establish a large meat packing house in Moose Jaw as their Western headquarters.

The City has two daily newspapers and nine Banks, several of which are housed in magnificent buildings.

CIVIC INSTITUTIONS.

The City ns a fine Agricultural Grounds, where fairs are held. A race track; sporting

METHODIST CHURCH

grounds, where ball games are held throughout the summer; a fine waterworks system, a well-equipped and up-to-date electric light plant, a good City Hall, etc.

BUILDINGS.

A great many of the buildings are of a superior character, such as the churches, the Y.M.C.A., the Court House, and the railway station and some of the bank buildings. The schools are worthy of special mention: their buildings would do credit to a city many times the size of Moose Jaw. There are also many fine residences.

PROGRESSIVE SPIRIT.

All that has been stated above shows the progressive spirit of the community, its appreciation of the possibilities of the City and its faith in the future. All seem to be zealously working towards the expansion, improvement and prosperity of their City. They are loyal citizens, imbued with a civic pride which might be copied with advantage by older communities. It is not surprising, therefore, that they should welcome the construction of an electric railway system at an early date.

CANADIAN BANK OF COMMERCE

THE FRANCHISE.

The Franchise is exclusive and for twenty years, the longest term permitted by the laws of the Province. At the end of this term the Municipal Corporation must either buy the property and plant at its real value, with the consent of the ratepayers, or continue the franchise for another term of twenty years.

During the first five years of the original term this Company will enjoy complete exemption from taxation and any other charge by the City.

During the succeeding fifteen years taxes will be paid on half the assessed value only, on real estate, plant and equipment; but no taxes on franchise or income. During the second five years the Company will pay to the City $250 per mile of unpaved streets occupied and $500 per mile of paved streets.

The pavements now contemplated will amount to about one and a half miles.

During the last ten years these mileage charges will be doubled.

The Company must keep in repair the roadway between the rails and for 18 inches on each side.

There is no percentage or other charge on the receipts of the Company.

COLLEGIATE INSTITUTE

The conditions regarding future extensions are reasonable. In fact they are less onerous than those imposed on the Winnipeg Electric Railway mar[illegible]ss ago. The conditions regarding service are not stringent.

A certified cheque for $10,000 has been deposited with t[illegible]y Corporation as a guarantee of good faith. This cheque will be returned when thre[illegible]s of road are in operation or six miles have been constructed.

Copy of the full franchise agreement may be seen on application to the Secretary-Treasurer of the Company.

The Company has taken over from the original holders, namely:

Messrs. J. B. McRae, of Ottawa, Civil Engineer,
P. B. Mellon, of Ottawa, Journalist,
E. J. Daly, of Ottawa, Barrister-at-law,
A. Hector Dion, of Ottawa, Electrical Engineer
C. E. McCuaig, of Ottawa, Broker,
A. A. Dion, of Ottawa, Electrical Engineer,
Jas. Cashman, of Moose Jaw, Broker,

this franchise with its privileges and obligations, and has agreed to [illegible] 750 shares of its capital stock to the above named holders for the franchise together with their goodwill and assistance in promoting the undertaking.

ALEXANDRA SCHOOL

STOCK ISSUE.

It is proposed to offer for subscription only enough stock from time to time to meet the requirements of the Company for preliminary expenses, construction, working capital, brokers' commissions, &c.

POWERS.

The Company has all the powers necessary for the undertaking, including borrowing powers on debentures or otherwise which may be used whenever it may seem in the interests of the Company to do so, with the consent of the shareholders.

THE COST.

There are no engineering difficulties involved in the construction of the railway. The cost of the six miles, which may be single or double track, but will be at first single track, except on paved streets, where it may be advantageous to build double track, including land, buildings, road way, overhead work, cars and engineering, is estimated at $220,000.

The preliminary expense of incorporation and organization and commissions, is estimated at $30,000.

The working capital, say $50,000.

The Railway is being built by the Company and therefore no profits on construction will be paid to any promoters.

VIEW IN BUSINESS SECTION

OPERATION.

In a City with such a record of growth as has been shown and with such brilliant prospects as are indicated, the revenue from the operation of the railway must go on increasing rapidly from the start. The franchise is one that certainly could not be obtained later when the City had grown to larger proportions. In these matters it is essential to get on the ground early when good terms may be obtained in order to reap the benefits of the greater traffic later without having to pay too much for it.

The C.P.R. Station is at one extremity of the Main Street. The Fair grounds, sporting grounds and race track at the other. The business section is concentrated. The mills, etc., are on the outskirts in another direction. The schools are scattered. Large residential districts are situated at opposite extremities from the railway station and business section.

All these conditions are favorable to street railway traffic. The building of this railway will naturally further improve these conditions by bringing within easy reach of the commercial and railway centres desirable residential property, factory sites, etc., now on the outskirts of the city.

The snow-cleaning will likely not be difficult or expensive as the snowfall is light.

The power will be derived from internal combustion oil engines, and will cost less than steam.

RESIDENCE

Some idea of the earning powers of street railways in the West may be formed from the experience gained in Calgary and Edmonton where Municipal Railways are in operation.

Reports to hand show that in May, 1909, Edmonton cars carried 162,911 passengers, the receipts being $7,372. In May 1910, there were not less than 270,000 passengers carried with receipts of $12,000. In April the receipts were $11,000.

In Calgary, published statements show that for April 1910, the gross receipts were $14,613, and expenses $7,227, leaving a profit of $7,386. In March the profit was $5,395.

For the four months ended April 30th, 1910—

The gross earnings were	$50,308.95
And the operating expenses	32,151.83
Leaving a profit of	$18,357.12

The Superintendent estimated that the profits for 1910 would be in the neighborhood of $55,000. Twelve cars are in service.

The actual investment to May 1 is $485,884. Profits would be therefore 11 per cent. on investment. This investment is about to be doubled for improvements and extensions.

VIEW IN RESIDENTIAL SECTION

(Since writing the above a report has come to hand showing that for the year 1910 a profit of 13% on the Investment was made, *over and above interest, sinking fund and depreciation.*)

A private company should undoubtedly secure as good, if not better, results than those obtained under Municipal management. With corresponding receipts in Moose Jaw in proportion to the population, which is not too much to expect, this Company would pay a fair dividend from the start.

INCORPORATION AND CAPITAL.

This Company is incorporated under The Companies Act of the Province of British Columbia, and is registered under the "Foreign Companies Ordinance" of the Province of Saskatchewan.

Head Office for British Columbia:—Victoria, B.C.

Head Office for Saskatchewan:—Moose Jaw, Sask.

Present object:—The construction and operation of an Electric Street Railway system in the City of Moose Jaw, Sask.

Authorized Capital:—$400,000, divided into 4,000 shares of $100 each.

PUBLIC GARDENS

Supplementary incorporation from the Provincial Legislature of Saskatchewan will be obtained at its present Session.

SUBSCRIPTION.

The Stock of the Company is now offered for subscription, payable as follows:

25 per cent. on application, 25 per cent. in 2 months, 25 per cent. in three months and 25 per cent. in four months.

Application for shares may be made to the Secretary-Treasurer, P.O. Box 212, Ottawa, Canada.

All payments for shares should be made to the Sec.-Treas., or to Agents by cheques payable to the order of the Company.

VIEW IN RESIDENTIAL SECTION

MEMORANDUM OF ASSOCIATION.

1. The name of Company is "MOOSE JAW ELECTRIC RAILWAY COMPANY, LIMITED."

The registered office of the Company will be situated at the City of Victoria, Province of British Columbia.

2. The objects for which the Company is formed are as follows:—

(*a*) To survey, lay out, construct, extend, maintain, complete and operate, and from time to time remove and change or renew double or single track street railways or tramways with the necessary side tracks, switches and turn-outs for the passage of cars, carriages, and all other vehicles adapted to the same, and wherever desired by the Company within the Province of British Columbia, the Province of Saskatchewan, and elsewhere, upon, along, over or under streets, highways, public places and lands purchased, leased or otherwise by the Company, crossing the line or lines of any street railway or any railway; and to take, transport and carry passengers, freight, mail and express upon the same by such motive power as may be deemed advisable; and to use and construct, extend and maintain all necessary works, buildings, appliances and conveniences connected therewith:

(*b*) To acquire by purchase, lease or otherwise any franchise granted to, owned or held by any person, syndicate, corporation or otherwise within the Province of British Columbia, the Province of Saskatchewan, or elsewhere:

(*c*) To purchase, sell, lease and dispose of in any manner the Company may see fit, electric light, heat or power; and to erect, place, maintain, re-erect or renew from time to time as required, all necessary poles, wires, conduits and appliances, upon, in, along or under streets, highways, or public places, or any lands wheresoever and howsoever acquired within the said Provinces or elsewhere:

RESIDENCE

(*d*) To apply for and obtain exemption from taxation of the property of the Company in any city, or in any municipality or district within the said Provinces or elsewhere:

(*e*) To obtain all such rights, franchises, privileges of exemption, donations for power or other privileges from any city, municipality or district in the said Provinces or elsewhere, under any by-law or by-laws thereof, or under any agreement or agreements with any such city, municipality, or district, or with any person or persons, corporation or corporations, with respect to the construction and operation of a street railway or tramway, or for the full exercise or otherwise of any of the powers to be granted hereunder:

(*f*) To have full power and authority to use and occupy any and such parts of any streets or highways in any city, municipality or district in the said Provinces or elsewhere, as may be required for the purposes of any portion thereunder of their street railway or tram-track, poles, wires, conduits, works and appliances, the laying of rails and the running of cars in any city, municipality or district in the said Provinces or elsewhere, and the full enjoyment of the powers herein granted to them; and to exercise and enjoy the benefits and advantages of any and all the rights, franchises and privileges in respect to the use and occupation of the streets and highways in any city, municipality or district in the said Provinces or elsewhere:

(*g*) To have full power and authority to use and occupy any and such portions of the streets and highways as are laid down and marked out on any map or plan filed or to be filed relating to the property situate in any city, municipality or district in the said Provinces or elsewhere, as may be required for the purposes of their street railway or tramway track, poles, wires, conduits, works and appliances, the laying of rails and the running of cars in any city, municipality or district in the said Provinces or elsewhere:

(*h*) To purchase, take on lease, or in exchange, hire, locate or otherwise acquire and hold lands, mines, estates, factories, buildings, rights-of-way, light or water, or any other rights and privileges, machinery, businesses, goodwill, plants, stock-in-trade, or other real and personal property that may be deemed advisable:

(*i*) To engage in with all necessary powers thereto any businesses or operations which may seem directly or indirectly conducive to any of the objects of the Company, and to contribute, subsidize or otherwise acquire or take part in any such businesses or operations:

(*j*) To erect, construct, operate and maintain compressed air, and electric works, power-houses, gas plants, generating plants, and such other appliances and conveniences as are necessary and proper for the generating of compressed air, gas and electricity, and for transmitting the same to be used as motive power for tramways or other works of the Company, or to be supplied by the Company for hauling, pumping, propelling, lighting, heating or any operations of any nature or kind whatever for which compressed air, gas or electricity may be used, supplied, applied or required:

(*k*) To contract with any person, body corporate or politic, for supplying compressed air, gas and electricity to any such person, body corporate or politic, or to any streets, ways, lanes, passages, tramways, mills, manufacturers, shops, warehouses, public or private houses, buildings and places, and from time to time lay down, carry, fit up, connect and furnish any accumulator, storage battery, cable, wire, pipes, switches, connection, branch, burner, lamp, meter, transformer or other apparatus for or in connection with any compressed air, gas or electricity, pipe, lead or cable, which for such purposes may be required; and to let any such apparatus for hire for such sum as may be agreed upon:

(*l*) To undertake and carry into effect all such financial or other operations or businesses in connection with the objects of the Company as the Company may think fit:

(*m*) To acquire and carry on all or any part of the businesses or property, and to undertake any liabilities of any persons or firms, or association or company possessed of property suitable for the purposes of this Company; to carry on any business which this Company is authorized to carry on in connection with the same, or may seem to the Company calculated directly or indirectly to benefit the Company,

and as a consideration for the same to pay cash or to issue any shares, stocks or obligations of this Company:

(*n*) To enter into partnership or into any arrangements for sharing profits, union of interests, co-operation, joint adventure, reciprocal concessions or otherwise with any person or company carrying on or engaged in or about to carry on or engage in any business or transaction which the Company is authorized to carry on or engage in, or any business or transaction capable of being conducted so as to directly or indirectly benefit the Company; and to lend money to, guarantee the contracts of, or otherwise assist any such person or company; and to take or otherwise acquire shares and securities of any such company; and to sell, hold, re-issue, with or without guarantee, or otherwise deal with the same:

(*o*) To sell or dispose of the undertaking of the Company or any part thereof, for such consideration as the Company may think fit, and in particular for shares, debentures, or securities of any other company, altogether or in part similar to those of this Company:

(*p*) Generally to purchase, take on lease, or in exchange, hire or otherwise acquire any real or personal property, and any rights and privileges which the Company may think necessary or convenient for the purposes of its business:

(*q*) To borrow or raise money for any purposes of the Company, and for the purpose of securing the same and interest, or for any purpose whatever to mortgage, or charge the undertaking of all or any part of the property of the Company (present or afterwards acquired), including its franchise and earnings, or its uncalled capital, and to create, issue, make, draw, accept and negotiate perpetual or redeemable bonds, debentures or debenture stock, promissory note, bills of exchange, bills of lading, warrants, obligations and other negotiable and transferable instruments:

(*r*) To enter into any arrangements with the Government (Dominion or Provincial), or any authority or power, municipal local or otherwise that may seem conducive to the Company's rights, or any of them,

and to obtain from any such government or otherwise any rights, franchises, privileges and concessions that the Company may think it desirable to obtain and to carry out, exercise and comply with, or if deemed advisable to dispose of such franchise, arrangement, rights, privileges and concessions:

(*s*) To obtain any act of Parliament or Legislature for enabling the Company to carry any of its objects into effect, or for legalizing any of the acts, contracts or agreements of the Company, or for legalizing any municipal by-law affecting the Company, or for affecting any modification of the Company's constitution, or for any other purpose which may seem expedient, and to oppose any proceedings or applications which may seem calculated directly or indirectly to prejudice the Company's rights:

(*t*) To take or otherwise acquire and hold shares in any other company having objects altogether or in part similar to those of the Company or carrying on any business capable of being conducted so as to directly or indirectly benefit the Company:

(*u*) To pay out of the funds of the Company all the expenses of or incidental to the formation, registration and advertising of the Company, and to remunerate any person or company for services rendered or to be rendered in placing or assisting to place, or the guaranteeing the placing of any shares in the Company's capital or any debenture or other security in the Company, or in or about the formation, or promotion of the Company or conduct of its business:

(*v*) To sell, improve, manage, develop, exchange, lease, mortgage, dispose of, turn to account or otherwise deal with the undertakings or any part of the property or rights of the Company, including the granting of powers to work any patents of the Company for any term, with power to accept as a consideration any money, shares, stock or obligations of any other Company:

(*w*) To construct, maintain and operate lines of telegraph and telephone, or other works of communication, and all works in connection therewith; to carry on the business of electric light and power-house

in all its branches, and to construct, maintain, complete and operate works for the production, sale and distribution of electricity, gas, natural gas or any of them for the purpose of lighting, heating or power; to purchase, lease, acquire and develop water or other power, and to use the same, and lease, sell or otherwise dispose of any surplus thereof; and to manufacture and supply gas for heating, cooking, and for any other purpose for which gas is capable of being used; and generally to acquire by lease, purchase or otherwise, and utilize and develop water powers and other powers for the production of electrical, pneumatic, hydraulic or other power or force; and also works and appliances for the delivery and transmission under, on or above ground of the said electrical, pneumatic, gaseous, hydraulic or other powers or force; and to do all such other things as are incidental or conducive to the attainment of the above objects.

4. The liability of the members is limited.

5. The capital stock of the Company is four hundred thousand dollars ($400,000) divided into eight thousand (8,000) shares of fifty dollars ($50.00) each, with power to increase and divide the shares in the capital for the time being (original or increased) into several classes, and to attach thereto respectively any preferential, deferred, qualified or special rights, privileges, or conditions, as to payment of dividends, distribution of assets, voting or otherwise howsoever.

NOTE—By special resolution of the shareholders the capital was afterwards consolidated into 4000 shares of $100 each.

We, the several persons whose names and addresses are subscribed are desirous of being formed into a company in pursuance of this Memorandum of Association and we respectively agree to take the number of shares in the capital of the company set opposite our respective names:—

Name.	Address.	Occupation.	No. of Shares.
Patrick J. Daly	475 Lisgar St.	Civil Servant	1
Douglas Richmond Street	35 Sparks St.	Accountant	1
Corlis G. Keyes	35 Sparks St.	Clerk	1
Frederick W. Fee	90 Carling Avenue	Accountant	1
Ronald A. J. McIsaac	181½ Bank St.	Real Estate Agent	1

All of the City of Ottawa, in the Province of Ontario.

Dated this twenty-ninth day of April, 1910.

Witness to the above signatures.

REYNOLD D. BRAY,
Ottawa, Ont.

The original Incorporators who subscribed for the usual one share each (for the purpose of incorporation) are those whose names are signed to the Memorandum of Association above.

This Prospectus has been signed by the directors, duly filed with the Registrar of Joint Stock Companies for the Province of British Columbia, August 4th, 1910, with the Registrar of Joint Stock Companies for the Province of Saskatchewan, August 10th, 1910, and with the Provincial Secretary of the Province of Ontario, August 9th, 1910.

A Director's qualification is one share and each Director has paid the par value for his share in cash.

The number of shares held or agreed to be taken by the Directors is as follows:—

A. Alfred Dion 71, Newton J. Ker 30, Douglas R. Street 16, Daniel O'Connor, Jr. 12, Edward J. Daly 51, Peter B. Mellon 51. E. M. Saunders 11.

Witness to signatures of Directors:

(Sgd.) REYNOLD D. BRAY
(As to signatures of all directors except E. M. Saunders and James T. Cashman).

(Sgd.) CHAS. E. ARMSTRONG
(As to signatures of E. M. Saunders and James T. Cashman).

Signatures of Directors:—

(Sgd.)	A. A. DION	(Sgd.)	D. R. STREET
"	P. B. MELLON	"	NEWTON J. KER
"	D. O'CONNOR, Jr.	"	E. M. SAUNDERS
"	E. J. DALY	"	JAS. T. CASHMAN, (resigned).

August 11th, 1910.

1000 shares of stock have been allotted subject to a commission of twenty per cent.

Second Edition, January, 1911.